

# OUR MERCHANT MARINE.

## The Foreign Carrying Trade Monopolized by Other Nations.

### Statement of the Foreign and American Vessels Now in the Port of New York—Balance of Tonnage Against Us in One Week Nearly Fifty Thousand Tons—In Our Domestic Trade To Be Also Swept Away!

#### Important Letter from the United States Registry Office.

#### The Policy of "Protection" as Applied to Our Shipping Interests.

As the December session of Congress draws near the interesting question again presents itself, What is to be done by the federal Legislature for the relief of our merchant marine? There is no urgent need of immediate action in this direction, but to every one who has taken the trouble to make even a cursory examination of the matter, it is neither dattering to our national pride nor condescending to our patriotic feelings to reflect that of all the steamers which cross from any American port to Europe not one flies the Star-Spangled Banner; and it is decidedly less the estimation in which we hold ourselves as a nation to know that from occupying a position second to none as a maritime power we are compelled to see by far the major part of our trans-marine trade carried on by foreign vessels. The proportion that exists between the American tonnage engaged in the foreign trade and the tonnage of other nations is so vast that, humbling as the fact may be, we are compelled to admit that FOREIGNERS HAVE A MONOPOLY OF THE TRADE.

In order that the readers of the HERALD may discern at a glance the actual condition of our merchant marine the following tables have been prepared, showing the vessels of all kinds in port at this writing, after the most minute and thorough examination. What, then, are the facts?

Of the steamers now in port engaged in the foreign trade, forty-seven in number, but twenty-five are American; and of these twenty-five only three can be said to ply between this and foreign ports proper—two that go to Rio Janeiro and one to St. Domingo. Three others go to Havana or some other Cuban port, and are reckoned as "coastal" simply, and five others to Aspinwall, San Francisco and Galveston. The other fourteen are either laid up for sale. Meanwhile twenty-two foreign steamers are now occupying berths at our wharves and will soon sail for Hamburg, Liverpool, Bremen, Antwerp, Glasgow, Stettin and other European ports. The following shows the amount of

#### STEAMER TONNAGE NOW IN PORT.

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American tonnage.....	30,545
Foreign tonnage.....	31,115

#### Balance in favor of foreign bottoms..... 8,531

Steamers laid up for sale: Alabama, 187; Circassian, 1,457; Commodore, 1,043; Grand Rapids, 1,043; Manhattan, 1,043; Northern Light, 2,051; San Antonio, 683; Saxo, 401; having in all a tonnage of..... 7,072

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Of the foreign vessels four are up for Liverpool, four for Antwerp, three for Bremen, two for Havre, one for Glasgow, one for London, one for Hamburg and London, and one each for Rotterdam, Hamburg and Lisbon. Of the American vessels one is up for Sydney, N. S. W., one each for Calcutta and Melbourne; the destination of the others being San Francisco, New Orleans and coast ports. Nine others are awaiting orders. Two are for Buenos Aires—the Cornelius Grinnell for London, and the Excelsior for Liverpool. Their tonnage is, respectively, 1,316 and 1,134 tons. Of the foreign ships, five belong to British ports proper, six to British colonial ports, three to North Germany, one to Russia, and one to Portugal.

#### There are eighty-seven ships in port, of which twenty-two are American and sixty-five foreign.

The American owners are mainly New Englanders. The American ships are: American, 1,043; Commodore, 1,043; Grand Rapids, 1,043; Manhattan, 1,043; Northern Light, 2,051; San Antonio, 683; Saxo, 401; having in all a tonnage of..... 7,072

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